

To-day's Advertisements.

IMPORTANT NOTICE.

In response to numerous requests and solicitations, D'ARCS MARIONETTES have pleasure in announcing that they have been able to arrange to prolong their stay here for

SIX NIGHTS LONGER,
SIX NIGHTS LONGER,
SIX NIGHTS LONGER.

The season TERMINATING positively and without fail on

SATURDAY, the 4th March,
SATURDAY, the 4th March,
SATURDAY, the 4th March.

TO-MORROW (SATURDAY), the 25th February. The Great Spectacular Diorama of "THE SPANISH-AMERICAN WAR." Received Last Night with unbounded enthusiasm and applause.

MATINEE TO-MORROW (SATURDAY) at 4 P.M.

Hongkong, 24th February, 1899. [118a]

EOTHEN MARK LODGE, No. 264. A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 28th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th February, 1899. [259a]

DIOCESAN SCHOOL & ORPHANAGE. SCHOOL DUTIES will be resumed on MONDAY, the 6th March. For Terms, for Boarders or Day Scholars, apply to THE HEADMASTER. Hongkong, 23rd February, 1899. [261a]

ARMY CONTRACTS.

TENDERS will be received for the supply of PROVISIONS, and for SERVICES, as below, required for the TROOPS at HONGKONG for 12 months from 1st April next—

PROVISIONS.

1. General Supplies for Troops, including: Beef, Groceries, Vegetables; also Coal, Wood, and Oil, &c.
2. Hospital Supplies, including: Beef, Mutton, Fowls, Groceries, Fruit, Wine, and Medical Comforts generally.
3. Hire of Launches, Cargo boats, &c. also Coolie labour, and Watchmen.
4. Washing bedding and clothing.
5. Scavenging, Sweeping chimneys, and Supplying dry earth.
6. Lighting Lamps and Supplying Oil for same.

TENDERS must be made on FORMS which, with any further information required, may be obtained at HEADQUARTERS OFFICE (B), Commissioner's Buildings, between the hours of 10 a.m. and 4 p.m. daily up to the 2nd March, 1899.

Hongkong, 24th February, 1899. [256a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "SUNGRIANG," Captain Dodd, will be despatched as above TO-MORROW, the 25th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th February, 1899. [242a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship "WHAMPOA," Captain Sales, will be despatched as above TO-MORROW, the 25th instant, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th February, 1899. [262a]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship "BENLARI," Captain Krobbe, will be despatched as above on MONDAY, the 27th instant, at Noon. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 24th February, 1899. [257a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship "TAI LEE," Captain Kock, will be despatched for the above Port, on MONDAY, the 27th instant, at 5 p.m. This Steamer has Accommodation for Passengers. For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers. Hongkong, 24th February, 1899. [258a]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connexion with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, ALLIED TERRA-NEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE BORMIDA.

Captain Delany, will be despatched as above on TUESDAY, the 28th instant, at Noon. At Bombay, the Steamers are discharging in Victoria Dock. For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 24th February, 1899. [260a]

Intimation.

A. S. WATSON & Co., LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

PORTS (For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule \$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule 10.20
D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

DEATH.
At No. 1, Chow Fong Road, Shanghai, on the 18th inst., CHARLES HENRY BURGHARD, aged 33.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 24, 1899.

TELEGRAMS.

(By Telegraph.)
Special to the "Hongkong Telegraph."

THE WAR IN THE PHILIPPINES.
MANILA, February 23rd.
5.58 p.m.

FURTHER FIGHTING.
Last night the Philippines started a fire in the Santa Cruz district and an immense conflagration resulted. Later on another fire was started at Tondo, and the Philippines

fired upon the fire brigade and cut the hose. An engagement followed and fighting is still going on, but no details are to hand. An attempt was made to burn the railway station.

Received at 7.30 p.m. 23rd February.
Published at 10 a.m. 24th February.

DETAILS OF THE ATTACK.

MANILA, February 24th.
1.5 p.m.

The Philippines crept along the creeks and salt marshes lying between Calocan and Manila and made a bold attempt to isolate Calocan. The Americans promptly signalled the fact and by a simultaneous movement surrounded the Philippines. A desperate fight ensued with immense slaughter.

Received at 2.15 p.m.
Published at 5.30 p.m.

REUTER'S TELEGRAMS.

GREAT BRITAIN IN THE PERSIAN GULF.
LONDON, February 22nd.

The Sultan of Muscat, yielding to the threat of the British Admiral to bombard the town, has cancelled the grant of a coaling station in the Persian Gulf to the French. The French Consul has protested.

THE REPORTED FINDING OF M. ANDREE'S POLAR EXPEDITION.
Russian researches throw discredit on the discovery of the remains of M. Andree's Polar expedition in Northern Siberia.

THE HOUSE OF COMMONS.
The House of Commons have adopted the Address without a division.

OBITUARY.
The death is announced of Sir George Bowen.

WEATHER REPORT.

The Observatory report says—On the 24th at 11.50 a.m. The barometer has fallen in S. China and in the extreme North. Pressure is highest over the E. coast of China. Gradients slight on the coast, moderate in the N. part of the China Sea. FORECAST—Moderate to fresh N.E. winds, cloudy, some drizzling rain or mist.

LOCAL AND GENERAL.

OWING to want of space, the Notes we intended to give concerning the three days' races, are unavoidably held over, and will be published to-morrow.

THE many friends of the Rev. G. Williams, Pastor of the Union Church will be sorry to hear that he is shortly returning to England. He delivers his farewell sermon at the Union Church on Sunday next.

THE *Kuo Wen Pao* says that Ngo Chou in Hupeh will be opened as a Treaty port in March, and a foreign official has suggested to his Government the advantage of opening up Changsha, Hsiangyang, and Changé in the same province, as treaty ports.

THE *Universal Gazette* states that when the Provincial Treasurer of Szechuen took the suppression of Yu Mantzu hordes into his hands, he wired to the Government suggesting the immediate execution of Yu Mantzu on his capture, and received a reply giving him a free hand to act in the matter.

ACCORDING to a Shanghai paper native reports say that the leader of the mob which attacked the mining staff at Funghua, has confessed to having personally assaulted the officials and his case has been referred to the high authorities, whose decision will no doubt be that he will have to lose his head.

AN Imperial Edict has been issued denouncing the practices of the courts and various judicial departments in Peking, in shelving cases to be dealt with for an unnecessarily long period to the great inconvenience of the people, and commanding that in future all suits should be tried as speedily as possible.

THE result of the shield match between the 25th Company, R.A., and B. Company, R.W.F., played at happy Valley this afternoon, should have been in favour of the former. Owing to the inclement weather on Monday, we did not anticipate the shield tie announced for that day would have been played. It was, however, and resulted as we predicted. The Artillery, 38th Company, beat H.M.S. *Centurion* by 4 goals to love.

A PEKING telegram of the 17th of February to the *N. C. D. News*, says that H.E. Hu Yu-fen has been exonerated from the charges of malversation of Railway funds made against him by Chang Yen-mao, and released from surveillance. H. E. may be reappointed Director-General of Northern Railways, the post which was taken away from him and given to Hsi Ching-cheng, former Minister to Germany, but this has not yet been settled. It is stated not without authority that this change of front is due entirely to the remonstrances of the British Minister who protested to the Tsungli Yamen strongly on Hu's behalf, that the charges made against him were unfounded.

COMPLAINT has been made to us, says the *China Gazette* of 20th inst., that it is a not uncommon sight to see jinricksha coolies exhibiting the repulsive marks of small-pox in full blossom, while plying for hire in the streets of the Settlements. Yesterday a case in point occurred in our own experience, which bears out the complaint mentioned and shows that whoever is responsible for the supervision of these public vehicles and their human "mokes" wants waking up. A coolie in the most horrible looking stage of small-pox the pustules of which covered his face, invited us to take his jinricksha in Museum Road, but instead we took his number, which we make a present to the Vehicle Inspector of the Police or whoever is concerned. It is 3872.

THE death yesterday morning of Mr. S. L. Darby, says the *N. C. D. News* of 9th instant, though it was not entirely unexpected as he had been seriously ill for some time with typhoid fever, came as a great shock to the very many friends he had made during his residence in Shanghai. It is a cruel thing that a man so young and so clever and so popular should be so prematurely removed. He came to Hongkong in the eighties to the firm of Messrs. Gibb, Livingston & Co. by whom his services were very highly valued, and it was much to their regret that he accepted the handsome offer made to him by the Bank of China and Japan. He was an excellent man of business, a good amateur actor, a genuine sportsman, and a charming companion, and there are not many here of the younger generation who could be more sincerely lamented than Mr. Darby.

A PEKING dispatch says that there are now serious indications that the Empress Dowager has decided in her mind to depose H.I.M. Kuang Hsi, and that before very long. It will, perhaps, be recalled that it was recently noted that, owing to this year being the thirtieth anniversary of H.I.M. Kuang Hsi's birth, the Board of Rites, acting upon the precedent given by the thirtieth birthday anniversary of the late Emperor Hsien Feng, of holding "Grace Examinations" for literary degrees throughout the Empire in celebration of the event, recommended in a memorial, before the New Year holidays, to the Empress Dowager a similar celebration in the present Emperor's case. As soon as the news of this memorial was wired throughout the country every scholar in the Empire began to prepare to gain higher literary honours and degrees. The etiquette in permitting the holding of "Grace" examinations is to issue such an edict at the beginning of the New Year—as a New Year Surprise. Gift to the people of the country. But ten days of the present Chinese New Year have gone and the edict granting these "Grace Examinations" has not yet been the light of day, and thoughtful Chinese are now seriously considering whether or not this means the virtual extinction of the Emperor Kuang Hsi and the open usurpation of the Throne by the Empress Dowager. That this will create great and wide-spread discontent amongst the great masses of the *Herat* of the Empire there need hardly be any doubt. *N. C. D. News*.

THE Governor of Anhui has, according to the *Universal Gazette*, memorialised the Emperor on the steps he had taken in the establishment of a Bureau of Commerce in that province, and had circulated the contents of the memorial for the information of his inferiors.

SHIPPING statistics recently published for the past year show that the merchant marine of the United States on June 30th last comprised 22,705 vessels of all kinds, aggregating 4,749,738 gross tons: while on June 30th, 1897 it comprised 22,633 vessels of 4,769,020 tons.

THE *Sin Wan Pao* says that as two months have already elapsed and Chang Yuiuan has not yet arrived at his exile, the Viceroy of Kansu has reported to the throne his supposition that Chang has been mischievously tarrying on the way. As a result, an Edict has been issued ordering the imprisonment of Chang Yuiuan immediately on his arrival at the New Dominion. Poor old Chang!

IT is our painful duty, says the *N. C. D. News* of 21st inst., to record another death in the Settlement from the terrible scourge hydrophobia, Mr. A. G. Palmer, a young and exceedingly popular member of the staff of Messrs. Butterfield and Swire, dying last night as the result of being bitten by a pet dog. The unfortunate gentleman returned yesterday from Japan, where he had undergone the Pasteur treatment.

THE *Shanghai Daily Press* is informed that a dozen Chinese Teachers have been chosen to proceed to Russia in order to teach Chinese to officers and other officials connected with the Russian Eastern Empire. The first batch will be drawn in equal numbers from different districts representing the Manchou, Pekinese, Shanghai & Cantonese dialects. They will be followed by a great number more at close intervals. The pay attached ranges from \$75 to \$200 per month and all travelling expenses.

THE population of the globe, according to M. P. D'Amfreville, is about 1,489,000,000, distributed as follows: Asia, with 825,054,000; Europe, with 357,370,000; Africa, with 163,033,000; America, with 121,713,000; Oceania, and the Polar regions, with 7,500,000; Australia, with 3,230,000; or a grand total of 1,479,720,000 souls. It is stated that of every 1,000 inhabitants of the globe, 55 live in Asia, 24 in Europe, 11 in Africa, 8 in America, 5 in Oceania, and the Polar regions, and only 2 in Australia. Asia thus contains more than one-half of the total population of the earth and Europe nearly one-fourth.

MEDICAL statistics of the American-Spanish war, as reported by the Surgeon-General of the United States Army, stands as follows: From May to September, inclusive, and representing an army of 167,168 men, there were reported in full 1,715 deaths. Of these, 640 were due to typhoid fever, 97 to malarial fever, and 363 to diarrhoea and dysentery. The death rates of May and June 246 and 279 were not in excess of those of the army in peace times; in July the rate reached 215 for the month, or 25.80 per 1,000, which does not much exceed that of well-cared-for cities. But in August the rate became excessive, or 4.08 per month, or 48.96 per 1,000 per year. In September the conditions improved and the death rate fell to 2.45 or 29.40 per year. The records of the civil war show that a high death rate in August was generally continued for months after, and Dr. Sternberg ascribes the improvement noted in September to the stricter sanitary measures adopted.

A MEETING of the Legislative Council will be held on Monday, 27th February, at 3 p.m. business—1. Financial Minute. (No. 5.) 2.

Sanitary Bye-laws. 3. Questions—By Hon. T. H. Whitehead. (1) Are the Government taking steps to provide for the flushing of the drains and sewers and the watering of the roads throughout the city by the construction of tanks along the upper levels either for fresh or salt water, and if the latter, for the construction of the necessary pumping stations? (2) Are the Government taking any steps to introduce destructors for the disposal of the city refuse? 4. Questions—By Hon. E. R. Bellios, C.M.G. (1) The Special Commissioner appointed to report on the newly-leased territory at the back of Kowloon having duly made such report to the Colonial Office, returned to Hongkong, and resumed his duties as Colonial Secretary, will the Government lay on the table copy of his report and of all correspondence in connection with the extension of the Colony? (2) Will the Government be good enough to state when and how the new territory will be taken possession of? (3) Has any hitch occurred in the negotiations to cause the delay which has taken place? (4) Will the leased area become part and parcel of the Colony of Hongkong administered by the existing officials or is it designed to govern the new territory? (5) If it has been decided to make it a separate administration, will the Government say whether any estimate has been given of the cost of such undertaking? (6) Has the question of Kowloon jurisdiction otherwise in the City of Kowloon been settled? (7) If Kowloon City is not included in the concession, will the Government state what steps have been taken to relieve the harbour of Hongkong of the espionage of the Chinese Customs Cruisers? (8) Are the existing Customs stations on the borders of the Harbour to be set back to the outer edge of the new frontier? Orders of the day.—1. First reading of a Bill entitled An Ordinance to provide for the Performance of Divine Worship and other Services in accordance with the Rites and Ceremonies of the Church of England at Saint John's Cathedral Church at Victoria and elsewhere in this Colony; for the Incorporation of a Church Body in which the said Cathedral Church shall be vested and by which it shall be administered; and for other purposes connected with the said Cathedral Church. 2. Third reading of the Bill entitled An Ordinance to amend and consolidate the Law relating to Prisons.

A meeting of the Finance Committee will be held immediately after the Council.

COUNT OTANI, heir to the bishop of the Shinto sect of Japanese Buddhists (Kyoto), who has been in Shanghai for some time, enquiring into the conditions of that religion, has started for Hangchow where it is his intention to make similar enquiries with a view to starting an active mission amongst the Chinese, whom his sect (one of the most powerful in Japan) considers have sadly fallen away from pure Buddhism.

LAST night the diorama of the Spanish-American War was produced at Dr. Arce Bijou Theatre for the first time, before a large and enthusiastic audience. The sinking of the *Mermaid* by Lieutenant Hobson was depicted and elicited loud applause and the fighting at Santiago was shown in a most realistic manner. As Mr Dr. Arce announces that he will continue to play for six nights longer there will be an opportunity for everyone to see this very clever show.

As a further instance of the alleged inattention paid by the Customs authorities on the Yangtze to the needs of the vessels navigating that river, says the *N. C. D. News* of 9th inst., we may mention that two years ago an application was signed by every steamer Captain on the river for a light-bomb (costing perhaps \$10 a month) at Shensi Point in Wuhu Reach. The application was approved by Captain Bissbee and Mr. Morgan, the Commissioner of Customs at Kiukiang, and then sent up to Peking, where it has been ever since. It is absurd that things like this should be referred to Peking at all, for such precautions want to be taken promptly when the water is low, as they may not be required two or three months later, when the water rises again. The Yangtze has been full of stranded vessels this winter, owing to the absence of proper marks, and at this moment the steamer *Iron* is ashore with a cargo of coal, and is not likely to get off without discharging. Yet they all pay very heavy tonnage dues to the Customs.

GERMAN OPINION ON THE KHARTOUM CAMPAIGN.

"The *Illustrierte Wochenblatt* is devoting articles to a detailed account of the expedition to Khartoum. After describing the Sirdar's plans, the *Wochenblatt* remarks that they were carried out with iron tenacity of purpose. Neither difficulties nor obstructions turned him from his object. Critics were not wanting who blamed him for the delayed advance after the Atbara. But the Sirdar was not ready; his plans were perfecting, and he promised to be in possession of Khartoum between the 1st and the 31st September, there to take vengeance for the death of Gordon. He kept his word; on September 2nd the army of the Khaliya was destroyed, and on September 4th the memorial service was held at the spot where Gordon died, and the British and Egyptian flags were hoisted on the ruins. The *Wochenblatt* has much praise for the transport arrangements which made the victory possible.

FOR DRUNKARDS.

A thoughtful American inventor has just brought out an electric walking cane lamp, which may prove useful to some folks in the small hours. The handle of the cane contains an incandescent lamp, the two poles of which are connected with the plates of a battery. Below this is a small chamber to carry the battery fluid. When it is desired to use the lamp the cap is taken off and the cane-inclined so that the liquid it contains comes in contact with the electrodes. A current is thus produced that will, it is asserted, keep the light going for an hour, which ought to be sufficient allowance of time for the sometimes somewhat difficult search for the keyhole, provided the lamp works.

CONSCIENCE.

It is one of the most serious of current fallacies that people are talking as if their conscience were a conscience as their consciences are. They say that they have not done anything they know to be wrong, forgetting that no more with conscience than with intelligence are they excused from self-education. Take ten criminals brought before any court of law; not one of these criminals have acted contrary to conscience in committing their offences, because a long previous course of carelessness had hardened conscience, whether as to picking pockets or to whatever other form of offence. That is to say they have been brought to conscience either by lack of principle or by habitual carelessness in attending to its dictates; so it becomes thick-skinned, tough, hard, and impenetrable, instead of being easily penetrable by the light of God's Holy Spirit; it becomes insensitive instead of sensitive, delicate, responsive. And that is a fact, the results of which we see in the great world.

AXIOMS.

"Reverence for great names is the secular side of the ecclesiastical doctrine of the Communion of Saints."
"There is a difference between public and private morality, but I do not know that any analysis has yet succeeded in determining what that difference is."
"It is seldom in the conduct of affairs that a man can do his best; he is generally driven to pursue the second best as being the only practical course."
"Few people, I imagine, who become great men started on their career with the intention of becoming so. That intention generally accompanies the unsuccessful."
"The secret of real greatness seems to be a happy knack of doing things as they come in your way, and they merely present themselves in the form which careful preparation would enable you to deal with."
"We often learn more from the contemplation of a man's failings than we do from the recognition of his merits."

A BOUNCER.

If Avoirdupois were the test of greatness, the place of honor would be filled by Maurice Cannon, a native of the small frontier town of Steln, in the state of Constance. This man is said to weigh more than fifty stones and may claim to be the heaviest man on earth. He measures over one hundred inches round the waist and sixty-four round the thigh. His enormous weight does not apparently injure his health; for he is active and a robust runner, and though his gigantic proportions naturally make him an object of curiosity to his neighbors, he has declined all offers to stray from his native fields.

THE WAR IN THE PHILIPPINES.

A HOT ENGAGEMENT.

(From our own correspondent.)

MANILA, February 20th.
But for an attack on the American lines on Sunday last, there has been no change in the situation. General Montenegro, with Aguinaldo's crack regiment, finding Calocan too hot for the tawny ground and joined the Philippine forces in the vicinity of Estig, which the Americans abandoned after holding the town for a few days. The Philippines immediately took possession of Pasig. The American forces of this division were under General King who had his headquarters in the church at San Pedro Macuto. For several days previously American scouts who had been sent out to reconnoitre reported that the Philippines were massed to the number of 15,000 four miles distant from the American lines. A concerted attack in this direction was evidently the intention of the Philippines and it was generally thought that the next great fight of the present war would take place around San Pedro. Consequently the reinforcements were sent to General King's division to be placed in reserve. This was a necessary step, for in certain localities the American lines were so weak that a well-planned and concerted attack by 15,000 men could, so the American officers thought, easily break through the lines, especially as the Philippines are credited with having some brave and daring officers who would not hesitate to lead their men into the enemy's lines.

However, the attack which was nightly expected came off on Saturday evening about ten when with the aid of the reinforcements advanced to the church at Candaba, which stood out, isolated, some distance in front of the American lines. This church was occupied by a battalion of troops and greatly hampered the firing of the men on the line who had to fire in certain directions for fear of hitting their own men in the church. General King consequently at once ordered the church to be abandoned and burnt and the men to join the main line. The enemy took possession of the ruins of the building. They were very anxious to retake this church and it is believed that they have, with the aid of the reinforcements, hidden somewhere about it. The Americans, having abandoned the church gave the men on the lines a clear field and there was incessant volley firing which was kept up till midnight. The Philippines appeared to have a field piece from which only one shot was fired, as it was hit by a shot from the 6th Artillery. The result of the engagement was that the assailants were repulsed. It is a singular fact that in spite of the hail of bullets which flew round the American lines only one man was hit. The Philippines lost a few hundreds.

Early on Sunday morning, the light draught gunboat *Albatross*, which was at San Pedro during the previous night's battle, the river. The Philippine camp was soon located. The four gunboats were trained on the camp and for one hour kept up an incessant fire. The Philippines are reported to have lost very heavily. Admiral Dewey, accompanied by Capt. Lamberton and several ladies went up the river in a pinnace on Sunday afternoon and visited San Pedro. Whether it was a strange coincidence or that the Philippines were in the know, they fired pretty heavily around General King's headquarters while the admiral and his staff were there. The naval party hastily returned to the launch and went full speed down the river where the ladies were out of danger. The present American line at San Pedro will be made a permanent defensive one until the arrival of new troops when the division will advance.

A rising in town is still nightly expected. Whether it will come off or not, no one can tell, but anyhow the authorities are quite prepared. The U.S. gunboat *Albatross* arrived here on Sunday. Since Canal. She is a light draft boat and will be an extremely useful addition to the U.S. squadron.

The *Scandia* and *Morgan City* with the 20th Regiment and a battalion of the 17th are daily expected. The other transports are expected in a short time. The Japanese cruiser *Suma* arrived here on Sunday.

The following is from the *Manila Times*:—In letters received from Camarines North, a province bordering on the Pacific Ocean lying east and south of Manila, an interesting account is given of the condition of the military and the government of the surrounding country. The writer is an Englishman representing a Manila firm. In front of his residence, on the other side of the island, he hoisted the English flag until the governor ordered it taken down. He refused to comply and was informed that his house, movables and stock were all existing by the grace of the governor who would confiscate the outfit at will. As resistance was useless the flag was lowered by the owner's orders.

He states that the regular garrison of the town has been increased from 40 to 400 men, armed with Mausers and Remingtons and in addition a picked crowd has been brought in from the hills armed with spears, poles and arrows. Four antiquated muzzle-loading cannon constitute the artillery defense, soon to be augmented by two maxims guns. The inhabitants state that a steamer flying the English flag has landed two maxims at Batang very recently and has on board six more guns for other ports.

A 25 per cent tax is imposed on all exports and ordinary freight rates are doubled, which of course is ruinous to trade. Practically no business is being transacted. Before a merchant can engage in business \$2,000 must be deposited with the government; the price of petroleum is \$7.50 per case and the government has a monopoly on the wine trade. Each inhabitant is taxed eight cents per month for the support of the government and as there are about 600,000 people in the province of Camarines the income should be more than sufficient.

REARMAMENT OF HORSE AND FIELD ARTILLERY.

The general rearmament of the Field Artillery of foreign Powers has caused some uneasiness in our own country as to the efficiency of our military service. The War Office is giving attention to the subject, though, unless the unforeseen precipitates matters, it may be some time before a general rearmament of the Horse and Field Artillery takes place. But orders have been given to Messrs. Vickers, Maxims and Limited for a fully equipped 12-pounder quick-firing Horse Artillery battery of the latest pattern which will be ready early in the spring. This gun is a beautiful piece of mechanism, and complete with timber and 20 rounds of ammunition only weighs 35 cwt.

OUR HAIR.

An eminent man of science has recently declared that red hair people are far less apt to go bald than those with other colored hair. The average crop on the head of a red-haired person is only 25,000 hairs. Ordinary dark hair is far finer and denser than red hair, and the space of one or two inches of the average man's hair is made up of 100,000 hairs. But fair-haired people are still better off, for 40,000 to 60,000 are quite a common number of hairs on the scalp of a fair-haired man or woman.

DOCKS.

Now that the United States navy will probably be obliged to rely upon her Eastern dockyards for many repairs to its ships on the Asiatic station, it becomes of interest to note the great improvements in progress at Nagasaki, Japan, says the *Army and Navy Journal*. By recent official information received at the Navy Department it appears that the Mitsui Bussan Kaisha, of Nagasaki, has completed the changes in its former drydock system and now possesses one of the best plants for docking large ships in the East. Dock No. 7 has been lengthened so as to take ships up to 500 feet in length of the heaviest draught. This company has the contract to do the building and repairing for the Japanese navigation company the Nippon Yusen Kaisha (formerly known as the Mitsubishi). As is well known by our naval officers, the harbor of Nagasaki possesses the best facilities for repairs and coaling in the world. The winds are seldom violent, the tides comparatively small, there are no currents in the harbour and the holding ground is of the first order. It is also one of the healthiest ports in the East. Labour, ships, coal, and pure water are abundant. The docking capacity is now equal to five ships at one time. According to the reports made to the Board of Directors for 1897, not less than eighty-nine vessels were docked, aggregating a tonnage of 217,077. The number of workmen employed is about 2,500.

GIBRALTAR.

From the report on Gibraltar the past year, which has just been published, it seems that the revenue amounted to 1,657,785 pesetas, derived mainly from port dues, customs, office fees, and posts and telegraphs, while the expenditure was 1,531,784 pesetas. Wines, spirits, and tobacco are the only dutiable articles. The returns show that the decline in shipping, has been arrested, and this is said, is due to increased facilities given to vessels calling for coal or orders. It is hoped that the amount of shipping visiting the port will still further increase, as the port dues have been diminished and new wharves will shortly be open to traffic. "The facilities afforded by the new works for coaling alongside a wharf in sheltered waters, at any hour by day and night, will be unsurpassed anywhere, while the reduction in the port dues already effected, which makes Gibraltar as cheap a port as any in the Mediterranean, adds to its advantages as a port of call for foreign and home trade. Besides the works directly intended for the improvement of the shipping facilities, others to increase the supply of drinking water are making good progress and before long the plentiful supply of fresh water for the shipping will greatly add to the advantages of the port."

[It seems a pity that our Government makes no effort to improve the port of Hongkong, seeing that our prosperity depends almost entirely upon shipping.—Ed. H.K.T.]

TORPEDO BOAT DESTROYERS.

The torpedo-boat is intended, if the writer understands the purpose for which such craft are designed, to be a part of harbor or coast defence, to be kept under shelter until a chance occurs for her to dart out, under cover of night or fog, and attempt to sink a hostile vessel or vessels. Her work is, therefore, short and sharp, requiring supreme effort, well directed, and of short duration.

The work of the torpedo boat destroyer is to prevent the torpedo boat attack, and is, therefore, performed in open water. She must keep the sea with the attacking fleet, watching every place of refuge for a torpedo boat. She must, therefore, possess speed at least equal to that of the torpedo boat; a battery powerful enough to destroy her; sea-going qualities to enable her to keep a watch in spite of weather. She should be able to cover long distances at a high rate of speed and in stormy weather. The fleet to which she is attached should not be delayed and hampered by guarding her from harm. She ought, instead, to be able in all kinds of weather to act as a scout in advance of the fleet, keeping the larger vessels informed as to the whereabouts of a possible enemy. Such would be an ideal torpedo boat destroyer.

CONCERNING COURTESY IN JUDGES.

"Four things," said the greatest of all the Greeks, "belong to a judge: to hear courteously; to answer wisely; to consider soberly, and to decide impartially." We make the first of this quartet of judicial qualities the text of our present observations, and do not refer to incompetence, partiality or failure of duty, which should be dealt with after a different fashion.

The judicial Bench is perhaps of all stations in life the one that calls for *suaviter in modo* with a carefully balanced *fortiter in re*. It demands, and, of necessity, should have untrammelled freedom of action, and absolute impunity from all control, political or otherwise. It is the very counterpoise of the executive, and it is the Bench which can do no wrong in the word, or deed. Judges are channels of the pure fountain of justice which must receive no pollution whatever, as it flows through them from its royal source to water the seed grain of national peace and prosperity.

THE NEW QUICK-FIRING GUN.

The *Perier* Lloyd has received from what it describes as a trustworthy source the following interesting particulars respecting the new French quick-firing gun. The introduction of this arm has made such rapid progress for several months past that in all probability over 450 batteries of the field artillery will be fully equipped with it during the coming spring. In round numbers this will require 3,000 quick-firing guns, 45,000 ammunition cases, and 6,000 other vehicles. At the beginning of the present year serious uneasiness was felt among French military officers at the advantage which the German field artillery was supposed to have secured through an improved description of ordnance. It turned out later on, however, that the German artillery still retained their old weapons, and that the adoption of the new system had probably not been sanctioned even in principle. In France, on the other hand, the preparations for the introduction of the new gun had been completed last spring. It was therefore possible to begin the manufacture of the guns at Bourges and Puteaux, ammunition being at the same time produced on a large scale. All that is known of the new quick-firing gun is that it has a calibre of 57 centimetres, 2,225 inches, and is capable of discharging 20 shots a minute. The projectile, shrapnel, has a muzzle velocity of 600 metres. The cartridge weighs 65 kilograms. The recoil of the gun is greatly reduced by means of an ingenious contrivance.

MINING IN JAPAN.

Regarding gold, silver, copper, and coal mining in Japan, the *Zeitschrift für praktische Geologie* furnishes the latest statistics. The development of the mining industries in Japan, since the termination of the last war, has been a rapid one, and that country now furnishes considerable quantities of precious and useful metals, although little is heard abroad of this production.

The gold production since 1893 has risen almost 5,000 ounces, and in 1896 reached the yield of 28,300 ounces. The nineteen existing gold mines are partly in the Emperor's possession, partly in that of private parties. The most important are those of Sado and Ikuno. Latterly gold has been discovered near Nikko, and the gold production will therefore rise considerably more in the near future. Nikko is said to become the centre of the Japanese production of precious metals, since besides gold, stony, apatitic lead ores have been found. By virtue of the Japanese laws, foreigners are permitted to participate in mining undertakings. Silver is found in forty-five places in Japan, and in 1896 afforded a yield of 1,500,000 ounces, which is equal to an increase of almost 650,000 ounces since 1893.

Very considerable is the copper production of Japan, there being at present seventy mines. During the fiscal year ending 30th June last, 35,000,000 catties, or about 1,500,000 tons, of copper, valued at 5,800,000 yen (about \$3,000,000) were mined. Since 1895 the copper production has increased almost ninefold. Most copper is sent to Hongkong, then to China and to England, the total export amounting to 350,000 cattie, i.e. five-sevenths of the whole production.

Coal mining since the war, risen about 1,500,000 tons, and in 1897 more than 2,000,000 tons of coal, valued at about \$6,000,000, were exported. The companies carrying on coal mining are in a very good financial condition. Altogether there are one hundred and twenty gold mines, of which, however, only about fifty are of importance. The most productive is the Mike mine in the province of Chikugo, yielding 600,000 tons per annum. A new coal field was discovered in 1896, and work has now been commenced on it. It is situated in the province of Ibari, on the river Mukawagawa, and is said to contain 40,000,000 tons above, and 30,000,000 tons below, the level of the sea. Aside from this last discovery, however, it has been computed that the coal stores of Japan, at the present rate of production, will be exhausted in forty-five years.

PEACE!!

Russia is going to turn the harbor of Libau, on the Baltic, near Riga, into a first-class naval station and fortress. The port will be closed to merchantmen and foreigners, for whom the harbor of Vindau is being fitted.

It is stated that the British Government has just given an unprecedented order for a new 6-inch wire gun, with Vickers' new breech-loading mechanism. The order is for 200 guns, 90 to be made at Woolwich, 60 by Vickers, 50 by Maxim, and 50 by Sir William Armstrong, Whitworth & Company. Large orders for shell for these and other guns have been given to Messrs. Hadfield, of Sheffield, whose works at the present time are nearly employed in manufacturing projectiles for the British Government. The above orders are said to be necessitated by the change of armaments and the strengthening of the coast defences. Much activity prevails at Woolwich Arsenal and Dockyard. At the latter establishment workmen have been employed as late as eleven at night dispatching search lights for the squadron which is to assemble at Plymouth.

OCEAN RECORDS IN 1898.

The honours of the past for fast steaming across the Atlantic again go to the North-German Lloyd steamer *Kaiser Wilhelm der Grosse* which has improved upon her record of November, 1897, and on the Southampton-New York route is unapproached. She has also contrived to beat the *Lucania's* best for a day's run, and may, therefore, be regarded as the fastest merchant vessel afloat. It can, of course, be no particular gratification to us to contemplate this situation and to be compelled to admit that the vessels of exclusively German construction have beaten the best that we have hitherto produced. There is, consolation, however, in the prospect that the *Kaiser Wilhelm der Grosse* will not retain the honour long. The new *Oceanic* of the White Star Line was to be launched on January 14th at Belfast. Her length is 704 ft. over all, or 15 ft. longer than was the *Great Eastern*, and her gross tonnage is over 17,000. In some respects she marks a great departure in steamships, and though her owners strongly deprecate all ambition to produce a vessel which shall be remarkable first and last for steaming power, it is well recognized that this point has been kept well to the front and all we have been told of her fully justifies the expectation that she will prove to be the newest sovereign of the seas.

THE CLAYTON-BULWER TREATY.

The Clayton-Bulwer Treaty is still operative as regards the ship-canal question, and it is in connection with the Nicaragua Canal, a work of importance now that the United States are becoming a colonial Power, that attention may be called to its provisions. Clause 1 sets out that neither country will obtain or maintain exclusive control, nor construct fortifications commanding the canal. By Clause 2, should vessels of the two countries traverse the canal whilst there are at war, they are exempted from blockade, detention or capture, the safety extending from the termini of the canal for such a distance "as may hereafter be found expedient to establish." In order to secure the construction of a canal, the Powers undertook by clause 3 to protect the operatives and their property from unjust detention, confiscation, seizure, or any violence whatever. The contracting parties agreed further to use their good offices to induce the owners of the territory traversed to facilitate construction, and to procure the establishment of two free ports at either end of the canal. Clause 5 contains an undertaking to protect the canal from interruption and to guarantee its neutrality; such guarantee and protection being granted conditionally, and withdrawable on six months' notice should either or both of the Powers consider the regulations to be contrary to the spirit of the convention by reason of unfair discriminations, exactions, or tolls. The Powers then agreed to invite each friendly State to enter into similar stipulations with them, the object being, as explicitly set forth in clause 6, to benefit mankind equally. The principle is later on extended to any other amicable communication, whether by canal or railway, across the isthmus connecting North and South America.

The scheme for the Nicaragua Canal, after being quite dormant for some thirty years, has at last moments of regained vitality; at the present moment recent events have once again brought it into evidence, and, together with it, the much-abused treaty to which we have adverted. The suggestion that this agreement should be abrogated is one which will doubtless receive serious attention on the part of the Government.

CHINA AND ITS IRON FOUNDRY.

Commenting upon the iron foundry in China and Japan, the *Mitchell* offers the following remarks. It was in 1897 that Mr. Wada, Chief of the Japan Iron Foundry, now in course of construction at Kyushu went to Shanghai on the errand of engaging some foreign experts for the proposed works. While there he entered into negotiations with Viceroy Chang Ching-tung and also with Taotai Shang Suen-hwai regarding the present condition of Hangang Iron Foundry which is now under their control. As the result of the above negotiation, Mr. Wada brought home unexpected information to the effect that the Chinese Iron Foundry is in urgent need of funds to the sum of 1,500,000,000, that they were suffering from want of sufficient supply of coke, and that they were desirous, if possible, of having these wants supplied by Japan, promising in compensation to engage Japanese experts in the Chinese establishment and also to grant other special privileges. The paper further states that Premier Yamagata and Count Matsukata, Minister of Finance, in compliance with the request from China, are now deliberating with Mr. Shibatsawa and other influential gentlemen on the advisability of accommodating the sum needed to the Chinese in making the long advanced to such a stage that the authorities are ready to arrange a contract with the Chinese Foundry for the purchase of the great iron mine at Han-yang for the conclusion of which the sum applied for shall be forwarded to China.

FIGHT WITH A LION.

A correspondent writes: "Mr. Richard Whitehead, an officer of H.B.M. East Africa Protectorate, near Mombasa, has recently had a narrow escape from a lion eating lion which had killed and devoured many coolies employed in making the railway from Mombasa. Hearing that this notorious lion had been seen at Tsavo, through which the place the railway is being made, Mr. Whitehead proceeded there to endeavour to shoot it, and, passing by night through the unfinished cutting for the railway followed by his coolie sergeant, he saw the lion on a projection above him. He fired, but missed on account of the darkness, and the animal sprang upon him, and tore his clothes into ribbons, bruising and clawing his legs and making deep claw marks upon his back. Fortunately, in the desperate struggle the lion rolled over, allowing Mr. Whitehead to get away and have a second shot, which was also ineffectual. The lion then made for the coolie sergeant and carried him off. His half eaten body was found in the morning at some distance from the encounter. Mr. Whitehead is the son of Mr. Charles Whitehead, of Barmouth, Glamorganshire."

A RISKY SPECULATION.

A great salvage operation is about to be attempted in the Baltic Sea. Last summer the Russian ironclad *Plamendin*, which engaged in a number of operations in the Baltic, was wrecked off the Finnish coast, after striking on a concealed rock not marked on the chart. The wreck now lies in 96 feet of water, flat on her side, the bottom being soft mud, into which the vessel has sunk about 20 feet. The Neptun Salvage Association, of Stockholm, offered to raise the vessel for the sum of 950,000 rubles, on the condition that, if the attempt failed, the cost of the operation, to the extent of 1,000,000 kroner (nearly two-thirds of the contract sum) should be reimbursed to the association. This offer has been accepted by the Russian Government and the preliminary work has already commenced.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1897.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	12.6

TO-DAY.

Barometer	30.09	On date at 4 p.m.
Thermometer	60	29.98
Humidity	59	64
Rainfall		

TO-DAY.

Friday, 24th February, 1899.
(St. Matthias.)

Chinese—15th of 1st moon of 25th year of Kwang-si.

Sun—Rise	6hr. 15min.
Set	5hr. 45min.
High water—Morning	6hr. 24min.
Afternoon	5hr. 21min.
Low water—Morning	2hr. 36min.
Afternoon	1hr. 38min.

ANNIVERSARIES.

1841—Evacuation of Chusan by the British.
1884—Bomber explosion on the s.s. *Volta*; 6 Europeans and 20 Chinese killed.
1897—Massacre of the British Resident at Mambura, New Guinea, with 5 miners and 40 natives.

TO-MORROW.

Saturday, 25th February, 1899.

Chinese—16th of 1st moon of 25th year of Kwang-si.

Sun—Rise	6hr. 16min.
Set	5hr. 46min.
High water—Morning	6hr. 25min.
Afternoon	5hr. 22min.
Low water—Morning	2hr. 37min.
Afternoon	1hr. 39min.

ANNIVERSARIES.

1723—Sir Christopher Wren, architect, died.
1841—A price put upon European heads by Lin.
1849—Captain da Costa and Lieut. Dyer murdered at Wark-ma-koh, Hongkong.
1857—Outbreak of the Indian Mutiny at Barrampore.
1896—Outbreak of bubonic plague in Hongkong.
1897—Unsuccessful attack on Manila by the rebels.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Oceanic) 26th inst.
Australian (Orit Marit) 28th inst.
American (City of Rio de Janeiro) 2nd prox.
American (Coptic) 11th prox.

THE N. P. S. S. Co.'s steamer *Olympia*, called from Tacoma for Japan and Hongkong on the 22nd inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Indra-velli* from New York and Straits, left Singapore for this port at 6 a.m. to-day, the 24th inst.

THE Imperial German Mail steamer *Hohen-zollern*, left Nagasaki for this port at 4 p.m. yesterday, the 23rd, and may be expected here on or about Monday morning, the 27th inst.

HONGKONG AND WHAMPOA DOCK-RETURNS.

H.I.G.M.S. <i>Kaiser</i>	at Kowloon Dock.
<i>Athenian</i>	" "
<i>Isla de Cuba</i>	" "
<i>Flud</i>	" "
H.I.G.M.S. <i>P. Wilhelm</i>	" "
<i>Trym</i>	" "
H.I.G.M.S. <i>Mowee</i>	" "
<i>Martha</i>	" "
<i>Utaurua</i>	" "
<i>U.S.S. Monterey</i>	" "
<i>Tanarini</i>	" "
<i>Juan d'Australia</i>	" Cosmopolitan "
<i>Pina Nang</i>	" "

Arrivals.

Feb. 22	<i>Hailong</i>	Hongkong	J. M. & Co.
22	<i>Siam</i>	Hongkong	B. & Co.
22	<i>Nishan</i>	Amoy	B. & Co.
22	<i>Shengking</i>	Shanghai	B. & S.
23	<i>Haimun</i>	Amoy	J. M. & Co.
23	<i>Loonan</i>	Amoy & Shai	C.M.S.N. Co.

Departures.

Feb. 22	<i>Hailong</i>	Amoy	J. M. & Co.
22	<i>Siam</i>	Amoy	B. & Co.
22	<i>Nishan</i>	Saigon	B. & Co.
22	<i>Shengking</i>	Spore	L.Y.S. & Co.
22	<i>Charterhouse</i>	Spore	B. & S.
22	<i>Chifoo</i>	Shanghai	B. & S.
22	<i>Chofoo</i>	Bangkok	B. & S.
23	<i>Wanpoo</i>	Hongkong	B. & S.
23	<i>Haimun</i>	Hongkong	J. M. & Co.

IN PORT—Kashing, Shengking, Toonan.

PASSED THE CANAL.

Outward—Feb. 3rd *Chingwa*, *Indravelli*, *Pranchetta*, *Anapa*; Feb. 7th *Harpeley*; Feb. 10th *Cleopatra*, *Namberg*; Feb. 14th *Bayern*, *Byrrhus*, *Heligoland*, *Tientsin*; Feb. 17th *Yuzo*, Feb. 21st *Babstberg*.

Homeward—Feb. 17th *Japan*, *Astoria*, *Nord*; Feb. 21st *Dioned*.

Intimations.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING will be produced in PAMPHLET FORM containing PLACED AND UNPLACED PONIES, JOCKEYS AND OWNERS.

PRICE, 30 CENTS.

Only a limited Number will be printed. Send Orders early to The Manager, "HONGKONG TELEGRAPH" Office, Peddler's Hill, Hongkong, 23rd February, 1899.

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE. [42] Hongkong, 15th March, 1898.

THE LEADING CATERERS. COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM, Hongkong, 1st September, 1897. [39]

THE MUTUAL STORES. 26, 28 & 30, FORTINGER STREET. [139]

THE BEST VALUE IN THE COLONY FOR GROCERIES AND PROVISIONS.

Hongkong, 28th December, 1898.

F. CAZANOVE, 80 D'AUZ. GOLD MEDALS. D'Orléans, 1882, Paris, 1889.

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Intimations.

LECTURE.

DR. JORDAN has kindly consented to deliver an Address, on "THE GRAPHOPHONE AND THE PHONOGRAPH," which will be accompanied with Vocal and Instrumental Illustrations, in the ST. ANDREW'S HALL, on MONDAY, the 27th of February, at 5.15 P.M. The MEETING will be open to the Public and Ladies are invited. The Undersigned will take the Chair. HENRY E. POLLOCK, Hon. Secretary. HONGKONG OPTIC VOLUMES SOCIETY, Hongkong, 23rd February, 1899. [253a]

NAVY CONTRACT.

1899-1900.

SEALED TENDERS in DUPLICATE, will be received by the VICTUALLING STORE OFFICER, H. M. Victualling Yard, until NOON, on THURSDAY, the 2nd March, for the Undermentioned Articles.

Biscuit.	Raisins.
Soft Bread.	Rice.
Flour.	Milk Condensed.
Fresh Beef.	Sugar.
" Vegetables.	Fresh Milk, and
" Potatoes.	Sennet Hats.

Printed Forms of Tenders and Further Particulars can be obtained at the VICTUALLING STORE OFFICER'S OFFICE. The right to reject the lowest or any Tender is reserved. Hongkong Victualling Yard, 20th February, 1899. [240a]

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W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

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THE COMMODOUS OFFICES on the GROUND FLOOR of No. 9, Praya Central, now occupied by Messrs. DODWELL & Co., Ltd.

Apply to E. D. SASSOON & Co. Hongkong, 3rd February, 1899. [167a]

TO LET.

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Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"DARDANUS" Captain Goodwin, will be despatched as above TO-MORROW, the 25th inst., at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th February, 1899. [230a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship.

"SIKH" will be despatched as above on or about the 25th inst.

S.S. "ARGYLL" About 11th Mar., 1899.

S.S. "MACDUFF" " " 31st Mar., 1899.

S.S. "GHAZEE" " " 15th April, 1899.

For Freight or Passage, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 6th February, 1899. [5a]

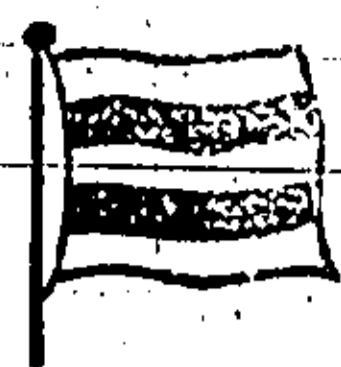
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OMI MARU	(NAGASAKI, KOBE and YOKO- HAMA)	FRIDAY, 3rd March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 15th February, 1899.

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NOTICE TO CONSIGNEES.

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Agents.
Hongkong, 20th February, 1899.

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NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARIQ."

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th proximo, or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd January, 1899.

Hotel.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE" offers First-class Accommodation to Residents and Travellers.

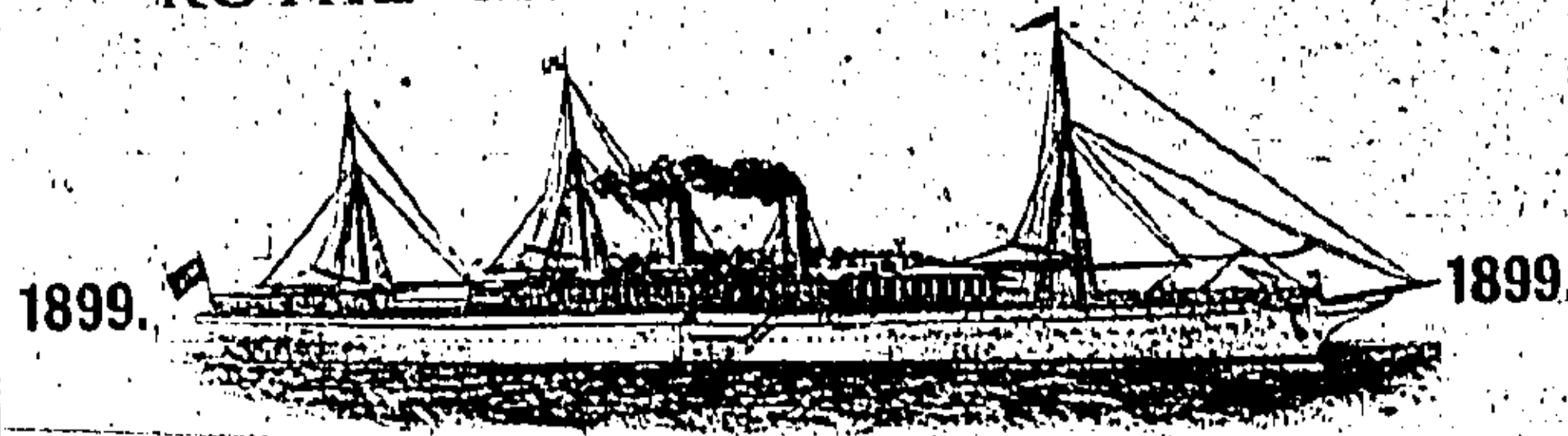
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th April, 1899.
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th February, 1899.

TOYO-KISEN-KAISHA.

STEAMSHIP COMPANIES.

TO SAN FRANCISCO, FIJI AND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 4th March, at Noon.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Thursday, 30th March, at Noon.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 25th April, at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on-board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899.

MITSUI BUSSAN KAISHA.

No. 6, Fie House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents—
Milki Coal Mines.
Onoda Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Onoda Cement Company, Japan.
Kanagawa Cotton Spinning Mill, Japan.
The Milke Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1898.

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Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORT IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA LINE.

(Fast Arctic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 15th March	Freight
SUEVIA.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 22nd March	Freight
Feuerk.....	(LONDON with transshipment in HAMBURG)	About 30th March	Freight
WITTENBERG.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 30th March	Freight
Malssen.....	(LONDON with transshipment in HAMBURG)	About 30th March	Freight
NURNBERG.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	April	Freight
V. Binzer.....	(LONDON with transshipment in HAMBURG)	April	Freight

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offered.
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

City of Peking.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th April, at Noon.

City of China.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd May, at Noon.

THE U.S. Mail Steamship

"CITY RIO DE JANEIRO."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan, or vice versa, within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE MAIN CARGO PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Stecher..... Wednesday 1st March
Huyter..... Wednesday 19th March
Prins Hendrich..... Wednesday 26th April
Prinsess Charlotte..... Wednesday 24th May

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHEN" Captain H. Supper, with MATES, PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and Genoa.

Shipping Orders will be issued till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on-board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. NO Parcel Receipts will be signed for less than 50 and Parcels should not exceed two cubic feet in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on-board.

For further particulars apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th February, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King..... Mar. 15
Curmishantre..... Mar. 21
Carlisle City..... April 15

THE Steamship

"BELGIAN KING."

will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 15th March.

Through Bills of Lading issued to any point in the United States. Cargo will be received on-board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight, or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th February, 1899.

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FOR SAN FRANCISCO.

THE 100 A British Bark.

"QUEEN MARGARET."

Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd January, 1899.

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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 26th Feb., at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st March, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

THE Company's Steamship

"DORIC."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 26th February, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

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For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

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Prinsess Charlotte..... Wednesday 24th May

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J. S. VAN BUREN, Agent.

Hongkong, 11th February, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.